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ETHIOPIAN PRIESTS ATTENDED BY THEIR SLAVES

Ethiopia now is the official name for the country long known as Abyssinia. But, as in the case of Poland, the name, Ethiopia, is not new. Its use represents a return to the nomenclature of ancient times—of an era dating to the reign of King Solomon and the Queen of Sheba (See Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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The Grandmother and Mother of American Plymouths

THE Thanksgiving season annually renews America's interest in Plymouth and the little band of Pilgrims who founded the community.

More than twenty other Plymouths in the United States take their name from the Massachusetts landing place. One, Plymouth, Vermont, has received particular attention in recent years because it is the home village of former President Coolidge.

The grandmother of the third generation Plymouths and the mother of the Massachusetts Plymouth is the English port Plymouth, now a city of 200,000.

Geographic Reasons Make Plymouth a Prosperous Port

If a traveler from the United States fancies that he will be entirely on familiar ground when he visits the original Plymouth, in England, the strange names he finds will soon change his mind. He may land at the Barbican, which is a famous old quay. Above him rises the Hoe—not a garden tool, but a cliff with a park on it. To his right stretches the Catwater, though he would be inclined to insist that it is merely the mouth of the River Plym. To the left lies the Hamoaze, a part of the estuary of the River Tamar. And behind the city rise the Mannamead Hills.

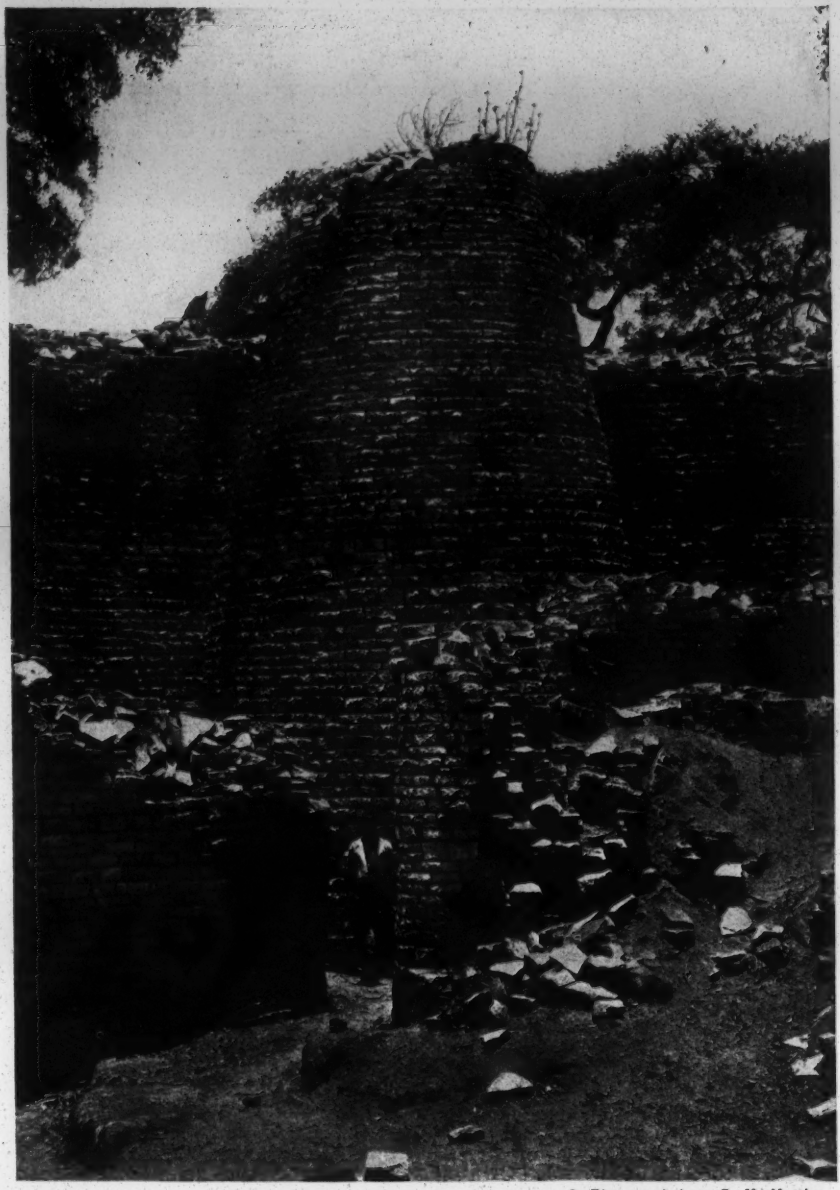
Plymouth lies midway along the south shore of the great peninsula of southwest England, whose point is the well-known Land's End. It is surrounded by ports that once flourished, but of these Plymouth alone has had continuing prosperity and steady growth. It owes its importance to several geographic factors. In the first place, Plymouth Sound, which, since the construction of the huge breakwater in 1841, furnishes excellent anchorage. From it numerous inlets extend into the land, affording further protection and quay space. Plymouth is fortunate, too, in being the westernmost of the large Channel ports. Its ships bound southward and eastward can drop straight south without a detour around Brittany. It is equally well placed for voyages to America.

As a result, by the year 1500, Plymouth ranked fourth in population among English towns, being exceeded only by London, Bristol and York. And in Elizabethan times it became the foremost port of all England.

English Fleet Sailed from Plymouth to Meet Spanish Armada

Plymouth, more than any other English city, may be considered the home base of operations for the building of the British Empire. In the period of colonization, and in the period in which the British navy was fighting its way to supremacy, expedition after expedition sailed from Plymouth or came triumphantly into its harbor, while the populace stood on the Hoe giving a noisy farewell or joyous welcome. Plymouth had its greatest day when news came that the Spanish Armada was in sight, and the fleet of Drake and Hawkins weighed anchor and sailed out of the Sound to start the destruction that storms completed. The Armada Memorial on the Hoe commemorates this great event.

There is another monument that is more interesting to Americans: a stone set in the Barbican marking the spot from which the *Mayflower* sailed in 1620 bound for America. In the Guildhall is a stained glass window also commemorating the sailing of the Pilgrim Fathers.



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A TOWER OF MYSTERY IN RHODESIA

At Zimbabwe, near Bulawayo and near Cecil Rhodes' tomb, is a 30-foot conical tower of small cubes of hand-tooled granite surrounded by strewn evidences of a long-deserted settlement. The history of these ruins, as of the near-by Khami ruins, is one of the unsolved mysteries of Africa (See Bulletin No. 5).

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Drive Right or Drive Left? A Frequent Question in Europe

AUTOMOBILE drivers in England, Austria, Sweden, Iceland, Argentina and Angola keep to the left.

Automobile drivers in the United States keep to the right.

Sweden and Iceland may change to right drive, if they heed pleas made at a recent international automobile association meeting held in Helsingfors, Finland.

The world divides roughly half and half on the rule of the motoring road.

Present Score: 60 to 43

At present the score reads 60 nations and colonies favor the right side drive; 43 cling to the left. Iraq recently added one to the right side score when she decided to reverse the English rule of left side driving, which has been in use there since the World War, and return to her former rule of keeping to the right.

The need of a uniform rule is not so apparent in North America as in Europe. Consider the problem of a motorist who tries to drive from Norway to Italy. He starts out bravely from Oslo, keeping to the right until he reaches the Swedish border. Thereupon he keeps to the left. Let him have his wits about him, because, when he ferries over to Denmark, he must again move over to the right of the road; Germany the same. Back again to the left in Czechoslovakia. And, just as the bewildered autoist gets used to left driving in Austria, he must steel his nerves to switch back to the right rule of the road in Italy.

How did rules of the road arise?

It was natural to grasp weapons with the right hand while the left hand carried the shield over the heart on the left side of the body. From this it follows that armed men passed each other shield to shield, left hand to left hand.

In England Pedestrians Keep to the Right, Vehicles to the Left

That fact accounts for the pedestrian custom of the keeping to the right.

Even in England the rule of the sidewalk or pathway is "keep to the right." How, then, did England acquire the custom of keeping to the left on highways?

One student of the problem finds the origin of the practice in the habit of the English coachman of sitting on the right side of the coach driver's seat. He grasped the whip in his right hand. In passing another coach he wanted to be in a position where he could best prevent a collision. So he passed an oncoming coach on that coach's right. From his seat on the right of his coach he could see how near his wheels came to those of the other vehicle.

The English rule of the road was made a law in 1835, but before that date this poem appeared in an English journal:

"The law of the road is a paradox quite
As you're driving your carriage along;
If you go to the left you're sure to go right,
If you go to the right you go wrong."

On the continent it was more frequently the custom for a postilion rider to guide the horses than for a coachman. The postilion took his place at the left of the lead team in order to have his right hand free to grasp the nearest bridle. He also wanted to avoid collisions, but, being on the left, it was better for him

UMI

In the fourteenth century Plymouth was the favorite port of numerous freebooters, who harried the French coast and French shipping. Later much of the wealth that came to the city had its origin in operations against treasure ships on the Spanish Main.

Still later came the more constructive period of colonization and trade. Ships sailed from Plymouth to plant colonies in the New World, and to lay claims to areas in India, the South Seas, and Africa, which have since become important parts of the British Empire.

Elizabethan Plymouth Has Disappeared

Little of the Plymouth of the Elizabethan days remains. The homes of numerous old sea captains, as well as dwellings where Drake, Hawkins, Frobisher, Raleigh, Howard, and Gilbert sojourned, have given way to modern buildings. St. Andrew's Church, part of it dating from the fourteenth century, is probably the oldest structure. It is one of the largest parish churches in England. In it Sir John Hawkins prayed prior to his slaving expeditions to the Guinea coast. His injunctions to his men show his religious training as well as a practical turn of mind: "Serve God daily, love one another, preserve your victuals, beware of fire, and keepe good companie."

The harbor of Plymouth always presents a busy and cosmopolitan aspect. Behind the breakwater one sees ships from the ends of the earth, fishing boats, torpedo boats, tugs, ocean liners, and, now and then, a huge battleship.

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PLYMOUTH, VERMONT, BIRTHPLACE OF FORMER PRESIDENT COOLIDGE

The little Vermont community in the hills is one of the many American towns named for Plymouth, Massachusetts, which was in turn named for Plymouth, England. Calvin Coolidge was born in the back room of this little country store.

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At Bering Strait Soviet and American Territory Nearly Meet

PRESENCE in the United States of the Soviet airmen who have flown from Moscow serves to recall that mainland Soviet territory and mainland American territory are separated by not more than 50 miles of water.

North America and Siberia almost touch at Bering Strait.

And even the narrow strait has stepping-stones, two islands within 10 miles of each other; one belongs to Alaska territory and one to the Soviet Government.

Alaskan Coast Discovered by Danish Navigator in Russian Service

About twenty years after the Pilgrims landed on Plymouth Rock, two Russian expeditions sailed along the western side of Bering Strait without seeing the American shore. Later a trading station was established on the Russian shore, but it was nearly a century later that Alaska was explored from the west.

Rumors were current at the Russian trading station that there was an island in the strait, hidden by the fog that envelops the region, and that America lay to the east. The "island" proved to be two islands now known as Diomede Islands. To-day one of the Diomede Islands belongs to Russia; the other to the United States; the International Boundary Line runs beween them. They are inhabited by Eskimos, who make their living chiefly as "go betweens" for American and Russian traders.

Bering Strait and Bering Sea take their names from Vitus Bering, a Danish navigator who enlisted in the Russian navy in 1703. Peter the Great ordered him to the east coast of Siberia in 1725. He went overland to Okhotsk and then to Kamchatka, where he built a ship for his explorations. He sailed up the Bering Sea coast, but America was hidden in the fog. On a subsequent voyage, in 1741, he saw the American continent for the first time. On his way back to Siberia, Bering's ship was wrecked on what is now known as Bering Island in the Commander group. Sailors who reached the mainland carried the story of the fur trade possibilities in Alaska, and soon Russian trappers and traders moved to the new continent.

If the International Boundary Line continued north and south as it does through the strait, half of the Aleutian Islands would belong to Russia. But at the south end of the strait it veers southwestward, missing the western end of the Aleutian chain by about 150 miles.

The Treasure Islands of the Bering Sea

The Commander Islands form the only group on the Russian side of the line; while the United States acquired St. Lawrence, St. Matthew, Nunivak and the Pribilof Islands when Seward paid Russia $7,000,000 for the famous "Seward Ice Box," as Alaska was called by critics of the purchase.

Perhaps the most important and best known of the American islands are the Pribilofs, where the United States Bureau of Fisheries maintains a sealing station and fox ranch. During the summer months, nearly a million seals inhabit the rocky shores of the Pribilofs, the world's largest fur seal breeding ground. This year furs worth $1,500,000 were shipped from the Pribilofs to the St. Louis fur market.

UMI

to turn his horses to the right. Thus France and other European countries have the same rule of the road as the United States.

It has been suggested that automobiles in America keep to the right because oxen did in the old days. Oxen were the draft animals most used in the colonies. The ox driver directed them by voice and whip. He held his whip in his right hand and trudged along on the left of the oxen, and, therefore, turned to the right.

All of the countries of the New World keep to the right except British Honduras, Panama, Paraguay, Argentina, Uruguay and Prince Edward Island in Canada. The Far East follows the British, or left turning, custom, almost unanimously: China, Japan, Siam and even the Philippines. That the Philippines should reverse the American custom is surprising. Generally as a country drives so drives the colony or protectorate. Nearly all British colonies follow the mother country's lead. Exceptions are Iraq, Palestine, Canada and British Guiana. Most French colonies keep to the right with France, but Angola has the left driving rule, although Portugal stands by the "right."

Bulletin No. 2, November 11, 1929.

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WHAT IS WRONG WITH THIS PICTURE?

What would an American traffic policeman do if he found vehicles on the street in the position of those in the picture? The problem does not bother the "English bobby" of Regent Street, London, who may be seen in the lower right-hand corner, because drive to the left is the rule of the road in England.

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Places Where Slavery Still Exists

THE number of persons in slavery has recently been estimated at 5,000,000. The countries where slavery exists most extensively are said to be China, Arabia and Ethiopia (Abyssinia).

Inland China, with its huge population, has perhaps the largest number of slaves of any country, but Chinese slaves are seldom accorded the harsh treatment once given the African negro. In China the slaves, mostly girls, are "adopted" when very young and are trained in the cares of the household. Nominally slavery has been abolished and very little of it is apparent near the coast, but in some of the inland provinces slave marts do a thriving business. In such places the foundling hospitals are the chief sources of supply for the purchase of girl slaves.

Arabian Slaves May Gain Freedom at Any British Post

The Arabs were historic slave traders of the past, but modern disapproval has limited their activities. There are still slaves in Arabia, but the majority of them were born into bondage. They regard themselves as better than the ordinary tribesmen. Usually they are found in the household of some emir or tribal chief, well fed, well protected and loved by their masters.

Slavery is regarded in a varying light in different parts of the Arabian Peninsula. In the great desert districts of Jebel Shammar and Nejd any household of any pretension has its slaves. They are reckoned in the wealth of a sheik, along with his horses and his camels. In the Hadramaut slaves follow the professions of their masters and often rise to positions of honor and trust.

Some slave trading is still carried on in Hasa, now a province of the Sultan of Nejd. Before the war the trade flourished there under Turkish rule and it is dying out gradually. The many negroes to be found in Hasa, Koweit and Oman, the Arabian provinces on the Persian Gulf, serve to recall the days when the Gulf was filled with boats bearing negroes brought from Africa by the Arab traders. Slaves in Arabia may ride to any British outpost and obtain their freedom, but few avail themselves of this privilege.

Morocco Slave Market for Negroes and Whites Has Gone

Gone are the days when Morocco, Tunis and Algiers were slave marts, not only for negroes but for fair-skinned Circassian and Georgian beauties. The famous slave trade of the Barbary Coast is a thing of the past. There are still slaves, but the buying and selling of human property is frowned upon. In southern Morocco, where some trading yet exists, women are favored in the market. They are more expensive, because they are useful in the household and can attend the women of the harems. Many boy slaves are given their liberty when they grow up.

Slaves may be bought on many of the oases in the north African desert. In Kufra, in the Libyan Desert, negroes are smuggled in from Sudan and sold. In the Saharan oases the Tuaregs practice slavery. These Tuaregs are an adventurous, warlike people, scornful of domestic duties, so they obtain slaves from Hausaland, in the southern Sahara, to do their household tasks. Even here slave

A century or more ago the Bering Sea, like Davis Strait and Baffin Bay, was a whaler's paradise, but the supply of these huge mammals is scarce and the old whaling vessels are fewer in these waters.

Would Make 38 Lake Michigans

Bering Sea is 38 times larger than Lake Michigan. The Gulf of Mexico could be swallowed up in its area. If the Bering Sea were placed on a map of the United States with its northernmost point at Chicago, the Aleutian Islands, which form its southern boundary, would dot the northern shore of the Gulf of Mexico.

In the seventeenth and eighteenth centuries, without modern navigating instruments, the early explorers steered their frail ships over the vast sea, frequently imperiled by floating ice from the Arctic. During the winter months of the year a large portion of the Bering Sea is covered by its own ice.

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SALMON CROWD MANY ALASKAN STREAMS

Some of the streams entering the Bering Sea are among the most famous of Alaskan salmon rivers. In addition to salmon, the Bering Sea yields a valuable resource in the seal fishery of the Pribilof Islands. Under the protection of the U. S. Bureau of Fisheries the fur seal herd has increased from 130,000 to nearly 1,000,000 seals.

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Zimbabwe: One of Africa's Major Mysteries

NEW evidence on one of Africa's best mystery cases is believed to have been discovered recently.

An old map found in the possession of a Dutch family traces a line of fortified towns from the east coast inland, the route passing near the ruins of Zimbabwe. The new facts have been taken to indicate that mysterious Zimbabwe was built by a tribe that has vanished.

Some have tried to link Zimbabwe with the source of gold that the Queen of Sheba presented to Solomon and the gold that was borne in hundreds of galleys to Hiram, King of Tyre.

Tourist Hotel Set amid the Ruins

A British expedition has been working on the archaeological problem that the Rhodesian ruins present.

Zimbabwe's walls are the remains of an ancient city, which could have contained a huge population. They are located in the southeastern part of South Rhodesia, about 200 miles inland from the east African coast. Visitors go to the ruins from Victoria, the nearest town. Victoria is on a railway line and Zimbabwe has an up-to-date hotel for tourists, situated in the midst of the ruins. Picturesque landscape features add to the attraction of Zimbabwe as a tourist resort. Much of the glamor surrounding the ruins has been dispelled by their neat appearance. Debris has been cleared away, and immaculate sign-boards point the way to the glories of the past by announcing, "To Your Right" or "Follow the Arrow."

Articles of Egyptian, Arabian and Persian origin have been found in the ruins. One relic is an Egyptian figure with a hieroglyphic inscription, partly defaced, but with the word "Osiris" still decipherable. Osiris was the Egyptian god of the dead. On the figure was the cartouche of Thothmes III, a king of Egypt who ruled about the year 1450 B.C. Five soapstone birds were found which archaeologists declare resemble images of birds sacred to Astaroth, a Phoenician deity. The instruments for making jewelry, domestic utensils and armaments are different from those used by the primitive African tribes before the advent of the English.

Solution of Zimbabwe Mystery May Clear Up Rhodesian History

The buildings of Zimbabwe are round. Few right angles have been found, and no evidences are apparent that any of the buildings were roofed. Except in the construction of the floors and steps, no mortar or cement was used.

The elliptical temple, with an interior circumference of 770 feet, is the largest and best preserved of the buildings. The so-called Acropolis ruins are situated on Zimbabwe Hill, and are mainly fortifications. The Eastern and Western Temples are situated on the summit of the Acropolis, and it is in these two buildings that most of the relics of Asiatic and Egyptian origin were found.

Zimbabwe is the largest of some hundreds of stone ruins scattered over Rhodesia, so the uncovering of its history may supply the early history of the entire country.

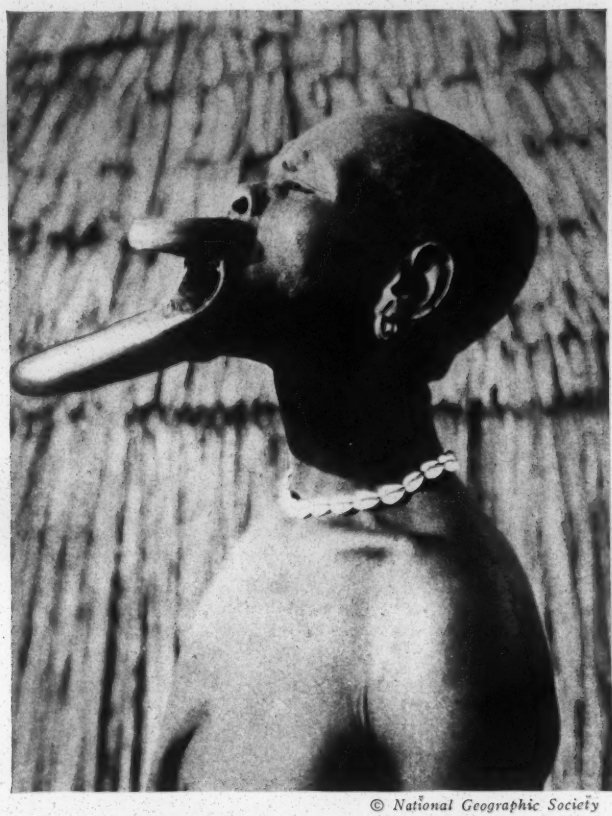
raids and slave caravans are growing fewer. The Tuaregs make exacting masters, but they allow their slaves the freedom of the household and the serfs appear to enjoy their lot.

Ethiopia, Last Stronghold of Slavery

In all the lands under British dominion or protection, attempts have been made to wipe out slavery. In Sierra Leone, on the west coast of Africa, nearly half a million slaves have been liberated since the World War. It was from Sierra Leone that many negroes were brought to America in colonial days.

The great surviving stronghold of slavery in Africa is Ethiopia, which lies southeast of Anglo-Egyptian Sudan. Here the king, Ras Taffari, has pledged the abolition of slavery. Time is needed to educate the Ethiopians to regard slavery as an abominable practice. Slaves are so plentiful and cheap in Ethiopia that even servants have their personal attendants. Many slaves escape through the Sudan border, and these the Sudanese government helps by lending them money or offering them freedom and work. It is estimated that there are still more than 2,000,000 slaves in Ethiopia.

Bulletin No. 4, November 11, 1929.



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SHE WEARS WOODEN DISKS IN HER LIPS

Some students of the Mazzas tribe near Lake Chad, Africa, think that the wooden disk custom originated out of the desire to keep the women from being attractive to slave traders. Other observers think it merely a curious tribal style.

Figures in Novels by Sir Rider Haggard

Some explorers believe the Zimbabwe ruins are not an ancient Asiatic center of industry but magnified kraals (enclosed towns) built by Bantu natives about 400 years ago. However, this reasoning does not explain the presence of the Phoenician and Egyptian.

Zimbabwe was the mythical "dead city" of Sir Rider Haggard's "She." It also figures in his other novels, "Allan Quartermain" and "King Solomon's Mines." The natives regard it with superstitious fear. These facts have helped make it a city of mystery and conjecture.

Bulletin No. 5, November 11, 1929.

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